

WEATHER REPORT

Washington, Aug. 14.—Forecast for Wednesday and Thursday: Virginia and North Carolina—Fair on the coast, local rains in the interior Wednesday. Thursday fair; light to fresh southwesterly winds.

North and Velocity.
Fair, stationary temperature, light northwesterly winds.

METEOROLOGICAL DATA.
Maximum temperature 83
Minimum temperature 73
Normal temperature 77
Departure from normal plus 3
Departure from normal since January 1st plus 73
Rainfall in past 24 hours 0
Rainfall since first of month 0
Mean relative humidity 76

CALENDAR.
Sun rises at 5:21 a. m. and sets at 6:57 p. m.
TIDES.
High water at 12 a. m. and 12:29 p. m.
Low water at 6:05 a. m. and 6:43 p. m.

DIED.
BARCROFT.—At his residence No. 51 Wood street, Monday, August 13th, 1900, GEORGE W. BARCROFT, aged 49 years. The funeral will take place from the Baptist Church THIS (Wednesday) AFTERNOON at 3 o'clock. Friends and acquaintances are respectfully invited to attend.

DYSON.—At her residence, No. 367 East Main street, Tuesday, August 14th, at 12:30 p. m., ANNA M. DYSON, in the 44th year of her age.
The funeral will take place from her late residence THIS (Wednesday) MORNING at 10 o'clock. Friends and acquaintances are respectfully invited to attend.

WHITE.—Sunday evening, the 12th, inst., at 7:30 o'clock, at the residence of her husband, Rev. W. T. White, 117 South Jefferson street, Mrs. ANNE WHITE, in the 72nd year of her age.
Funeral services on WEDNESDAY (Tuesday) MORNING, at 10 o'clock.

You are invited to personally examine our assortment of Marble and Granite Monuments—the largest retail stock in the South. If unable to call, write for free Illustrated Catalogue from Grand Bargain Sale of Shipments and pay the freight.

The Cooper Marble Works
(Established 1818)
169 to 163 Bank at Norfolk, Va.

MEETINGS.

THE STOCKHOLDERS OF THE BRUCE GROCERY CO. are hereby notified that there will be a meeting of the stockholders of said company, to be held at the company's office, 141 and 143 DAY OF SEPTEMBER, inst., at 6 p. m.
E. L. WOODARD, President.
Also a stockholder of said company holding more than one-third of the capital stock.

AMUSEMENTS.

The Tidewater Vaudeville Compy
WILL GIVE A
Grand Show & Cake Walk
AT LEAGUE PARK,
Commencing Monday, Aug. 13.

"This will be one of the grandest exhibitions given in public for many a day. All good Artists, Singers, Dancers, Acrobats and other Vaudeville artists will perform three times a week, no everybody will be satisfied. The Excelsior Band will be on hand for a half hour concert every night. Come one and all to see Norfolk's favorite company.
Admission, 15 and 25 cents. Show starts at 8:30 sharp every afternoon.
The Grand Stand will be reserved for white people.

Ocean View Theatre

JOB LEFATCHEUR Manager.
REFINED VAUDEVILLE.
Week Commencing Monday, Aug. 13
"LA FAFALLA"
THE MYSTIC DANCER.

BRIGHT BROTHERS,

Equilibrium and Hand-to-Hand Balancers.
THE FOUR DRAGONS,
Comedians, Singers and Dancers.
FERRELL AND STARK,
Novelty Comedy Bicyclists.
HOWARD SISTERS,
Toe and Contortion Dancers.
Afternoons—1:20 Evenings—8:30

GO WHERE THE CROWDS GO!

NEW PLEASURE PIER!

—OCEAN VIEW

H. E. ELAM Manager.
WEEK COMMENCING AUGUST 13.

KEOUGH AND BALLARD,

The Legitimate Variety.
MISS CHARLOTTE DANDRIDGE,
Monologist and Upright the Minute in Rag Time.

THE MATHYS,

Premiere Comedians and Comedians.
RAYES AND VERNON,
America's Greatest Buck Dancers.
MISS LILLIAN LEROY,
Opera House Soprano.
Matinee Wednesday and Saturday at 4:30. Evenings at 8:30.

ADMITTS TO PIER AND PER-
10c PERFORMANCE. Children half price.

Pure Pickling Spices

Best Pickling Vinegar

—FINEST—

Smithfield Hams!

LOWE & MILLER,

Important Notice!

Special limited quantity of
FINEST HAVANA CIGARS
For box trade at factory prices.
Hamberger's Cut Rate Ticket Office

SOCIAL AND PERSONAL

A delightful party to Old Point was given Monday evening by Miss Lullie Huggins, of Portsmouth, in honor of her guest, Miss Julia Hildgo, of Richmond. Refreshments were served on the way back. Among those present were: Miss Ruth Thredcraft, Miss Nannie Butt, Miss W. Watts, Miss Edna Smith, of Brooklyn, Misses Emily and Ruth Wilson, Miss L. Toomer, Miss Mary King Nash, Miss Nina Dewey, Messrs. Maurice, Morgan and Bilsly Huggins, Messrs. Charles and James Hume, Mr. Wm. Riddick, Mr. Thredcraft, Mr. Boutwell, Messrs. George and Edward Parrish, Messrs. Carney, Messrs. Kirn, Mr. John Woodside, Mr. A. P. Polk, of Baltimore; Mr. George (Cubby), Mr. Martin, Mr. Muller, Mr. Walter Pierce, Mr. Walke Truxton and Mr. H. R. Cheers.

Captain and Mrs. W. W. Old, and the Misses Alice and Margaret Old, will leave for an extended Northern trip, which will include Niagara and other Canadian points.

Mr. George Chamberlaine left yesterday for Sweet Chalybeate Springs.

Miss Bertie Gill, of Petersburg, arrives today to be the guest of Miss Culpepper, on Butte street.

Miss Roland Taylor, Miss Whitley, Miss Wilkinson, Mr. T. F. Rogers, Mr. George Wilkinson and Mr. W. H. Harrison left yesterday for Niagara Falls.

Mr. J. P. Andre Mottu and family, and Miss Mottu, are spending some time in the White Mountains.

Mrs. W. M. Whaley and family leave today for Hot Springs.

Mrs. Edward Spaulding, of Park avenue, leaves on Friday for Maine.

Mrs. James E. Cecil left yesterday for Richmond, where she will spend a few days, after which she will go to the White Sulphur Springs.

Mr. and Mrs. Smith, of Philadelphia, are at the residence of Mrs. Cecil Billups, on Butte street.

Mrs. Wm. Walker and daughter, of Northampton county, who have been visiting Mrs. Culpepper, on Butte street, left a few days ago for Baltimore.

Mr. and Mrs. De Los Thomas and family, who have been spending the summer at the Virginia Cottage, left Tuesday for the western part of Virginia.

Mrs. Jas. L. Peebles, Miss Katherine Peebles and Master Charles Herbert Peebles left on Monday for Petersburg.

Mr. Geo. S. Briggs left Saturday for New York.

Mr. James Hume has returned to his home in Portsmouth, after several weeks' stay at Sweet Chalybeate Springs.

Miss Edna Smith, of Brooklyn, is the guest of Miss Linda Wright at her home in Churchland.

Miss Bessie Irvin, of Lynchburg, who has been spending the past month with her cousin, Mrs. O. A. Hitchings, on Tunstall avenue, returned to her home yesterday.

Mr. C. A. Cowles, who has been spending several weeks at the Virginia Cottage, left on Tuesday for his home in Atlanta.

Mrs. T. Tischler entertained on Friday evening in honor of Mrs. Phillips and the Misses Rose and Little Fass, of Brooklyn. Cards were enjoyed after which refreshments were served in the dining-room.

Mr. and Mrs. Wynn Thurston and Miss Bertie Miller left Monday for Gloucester, Va.

Mr. John B. Whitehead, his daughter, Mrs. Lillie Walke, and granddaughter, Miss Walke, leave this morning for the Blue Ridge Springs.

Miss Grace L. Miller is visiting friends in Elizabeth City, N. C.

Miss Mamie Doyle, of Hamilton avenue, is in Baltimore visiting friends.

Miss Ella Doyle is spending some days with friends at Wilmington, N. C.

Misses May and Blanche Whitehurst are the guests of Mrs. Walter Simmons at Ocean View.

Mrs. D. J. Callahan and children are spending the summer at Wytheville.

May Open a Branch.

The Evening Times, of Newport News, says:

Professor Anton Koerner, of the Norfolk Conservatory of Music, was in the city the other day, considering the advisability of establishing a Conservatory of Music in this city.

Mr. Koerner has an extensive reputation as a teacher in the art of musical study, and has been the organist of the Epworth M. E. Church for several years.

Professor Charles Torjes and Albert H. Garrett, vice-president of the Norfolk Conservatory of Music, are associated with Mr. Koerner in the effort to establish a Conservatory in this city.

It is understood that there will be an effort made by several gentlemen of this city to have it established, as it is claimed that it will be a great benefit to the city to have a conservatory here under the able direction of the above named gentlemen.

Off the Track

means great disaster when applied to a horse. It is just as bad when it refers to a horse as when it refers to a man. A horse with a bad stomach, Hood's Sarsaparilla puts the cheery back on the track by curing the troubles.

Indigestion, nausea are cured by Hood's Pills.

"Newest Discovery" extracts teeth painlessly. N. Y. Dental Rooms only, No. 224, corner Main and Talbot sts. N. E. of monument; established nearly 40 years. Ennes, Dentist. New phone, 1631.

Summer Excursion Tickets.

Are now on sale at lowest rates to all points via Washington and Baltimore Steamer, and Baltimore and Ohio Railroad, (Royal Blue Line). For detailed information apply to
ARTHUR G. LEWIS, S. P. A.
Under Atlantic Hotel.

Eyes Examined Free.

Dr. A. Week, manager of the optical department of the Gale Jewelry Company, will examine your eyes free. Defective vision and complicated cases specially invited to call. 1256-12

PEOPLES' FORUM.

NOTE.—The People's Forum being freely open to all parties, classes, persons, views and capabilities, the Virginian-Pilot is responsible for none of the statements nor opinions expressed therein, nor for the style in which they are set forth. The ignorant and uneducated shall be heard here equally with the learned.

Norfolk, Va., Aug. 14, 1900.
Editor Virginian-Pilot:
As the only paper in the city that has a position on the subject of the proposed extension of the street railway, it is not surprising that it should receive the hearty thanks of the whole community for its attitude. It is a pity that the paper should ever have been so unfairly treated. The method of your reporters in approaching persons for their views has been criticized as calculated to produce unfair results. But the friends and those especially interested in the subject, who have been themselves endeavoring to regard all who were honestly opposed to what they thought to be a dangerous encroachment as enemies of all improvement, particularly opposed to the Norfolk and Western. Your paper has developed the fact that only one member of a Board of Harbor Commissioners ever gave the matter of the extension of the street railway a thought. The present plan, and the one occupied by the present board, is to extend the street railway only to the piers because of the great cost to the people of their removal or shortening. The plan of extending the street railway to the piers, and others who feel upon the bounty of that road should not complain. The Commissioners heard them gladly, fully and freely, and yet the protest of the community, as set forth in your paper, had the effect of securing the extension of the street railway to the piers. The members of the Board to the fact that others, besides the retainers of the board, felt an interest in this important question. That while many of the members of the board, who had the road had no larger facilities, yet they could not see that all our harbor was to be surrendered because of that; nor could many honest and intelligent people see that because \$200,000 was paid out upon its capital output that, therefore, they must keep their mouths shut when a board decided to do their duty. The fact that the board had the value of the harbor in which they have just as much interest as the president of the board, who should feel himself under special obligation to the people, and not too ready to obey the request of any corporation. Most of the members of that board are men who have managed their own business successfully and intelligently, and who are entitled to a fair judgment in their decision. Indeed only such men should have the management of important public affairs committed to them.

With the hope that the prosperity of our port may result from the efforts of your paper, I am,
Yours,
PRIVATE CITIZEN.

To the Editor of the Virginian-Pilot:
I call your attention to an article in Saturday's Portsmouth Star written by "Old Sailor."
I have no one having knowledge, and I judge that he is a mate or master of some large sail vessel or steamer who uses chart, compass and pilot to make this point, for he cites some of the difficulties of the harbor, and the harbor, which he says, "the harbor is a quito fleet up or down the harbor. However, his article seems to illustrate the truth that no man can know the whole truth about any particular question—he can say what he knows about the matter from his standpoint, how it affects him.

Mr. Editor, my desire in writing this reply is to give reasons why the present plan, and the building of the proposed street railway, is a great obstruction to the harbor, and, hence, directly detrimental to the harbor and the city.

In the first place, he asks the question, "How many ever saw even one of the great mosquito fleets go between the Lambert's Point Light-house and the mainland?" Well, many of us have seen hundreds of them pass right easily in that channel. They used to go in there out of the main channel to get out of the tide and away from the swells of the steamers. We used to pass there even before the lighthouse itself was built. True, there were shoals and a bar there, but passing over the ground so often, and passing the lighthouse or pier to tell us where they were. There are still oyster rocks and shoals and bars to the north and south of the present piers, but we still pass in and out at will.

Stand on the dock any day and watch these boats how, if the tide be against them, they make out of the channel for shallow water as soon as they can get around the piers. Now, since the piers have been built, we are forced into the main ship channel and not only lose the chance of avoiding the strong head tide and of making a long tack, but our wind is cut off by the towering piers—a serious consideration. Now, every time one of our small craft goes up or down the river his wind is cut off from a certain distance, and, if the wind be light and the tide against him, he will have either to get a tug, sell himself half to death, or, with flapping sails, blow up and down in the swells of the steamers.

Next, he says, in the same way, a pier could be built out to the Craney Island light from the island, and still it would add no obstruction to the navigating of these boats.

Does he not see that many of our small craft still pass between Craney Island light and the shore? And does he not know this pier would also wind around the light, and thus the matter with "Old Sailor"? Has he forgotten, or is his vision dim?

O, it would be all right for him with his sky-scraping mast and tug boat, but it would be different with us. He does not know that, once a month, we can afford to take a tug; we visit it daily and could not.

Now, Mr. Editor, these small craft are a necessity to the trucking and oyster industry. Granted these piers are a great obstruction to them, in your opinion, what are you going to do? Do you not see that you are crippling one of the greatest industries of this section? And, by the way, ask "Old Sailor" what's the relative importance of the trucking industry as compared with any other industry of the city? Ask him, what other industry has flourished more in building up the railroad and steamship lines of this port?

"TRUCKER."

Vandalism With a Vengeance.

Norfolk, Va., August 12, 1900.
Editor Virginian-Pilot:
A new act of vandalism has been committed, and we, whose spirits are with you, seek the kindly aid and comfort of the Virginian-Pilot. Several months ago, while some of the greatest industries of this section were being built up, a man in citizen's dress rushed upon us, bearing a large staff as a baton of authority, ordered us out of the track, and then, striking an attitude like Farmer Ajax defying the Lightning Rod Agent, announced his intention of running a plough through the track next day.

The threat long delayed has been executed at last, and the track (never a good one) is now ruined, and an attraction at the park, which drew large crowds and furnished sport to riders and spectators, is now in condition to delight those only who, from principle, dislike to see others enjoy themselves, or those who only cavil because themselves too clumsy to ride, too poor to buy a wheel, or so dishonest they cannot hire one.

We would like to know the reason for the destruction of the track. Is not the plan containing the track within the park and controlled by the Park Commissioners? Was riding there productive of disturbance and inconvenience? Or is it because the street railway tracks, and if disturbance occurred here a rank outsider can see that the difficulty can be overcome by a change of park policemen rather than by the destruction of the track? The influence of the Street Railway Company, because larger crowds gathered at the track than around any other attraction in the park, and the majority of the paid fines to the city of Norfolk, and the officers of the company are credited with long heads, rather than with long ears.

Was racing a desecration of the Holy Sabbath day? Yes, if the managers of the park advance such a claim, they ought to resign their positions and write for the comic supplements—they are just "clunk full" of humorous suggestions.

Was it the disagreeable encroachments of the colored brother? The situation was difficult, I know; but I believe it admitted of a different solution.

That it is possible that the park managers, clonched up the old track because they had decided to build an up-to-date track a half mile in circumference, twenty feet wide, banked at an inclination of about 18 degrees, and rolled smooth asphalt would do, this track to be for the use of the public, subject to such restrictions as may be necessary?

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